

## REGULAR COUNCIL MEETING – AGENDA

Agenda for the Regular Council Meeting scheduled for  
Tuesday, June 4, 2019 at 7:00 p.m. in Council Chambers at  
Village Hall, 2697 Sunnyside Road, Anmore, BC



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1. **Call to Order**

2. **Approval of the Agenda**

Recommendation: That the Agenda be approved as circulated.

3. **Public Input**

*Note: The public is permitted to provide comments to Council on any item shown on this meeting agenda. A two-minute time limit applies to speakers.*

4. **Delegations.**

None.

5. **Adoption of Minutes**

(a) **Minutes of the Regular Council Meeting held on May 21, 2019**

Page 4 Recommendation: That the Minutes of the Regular Council Meeting held on  
May 21, 2019 be adopted as circulated.

6. **Business Arising from Minutes**

7. **Consent Agenda**

None.

8. **Items Removed from the Consent Agenda**

9. **Legislative Reports**

None.

10. **Unfinished Business**

**11. New Business****(a) Wildfire Protection Plan Review**

Page 10 Report dated May 7, 2019 from the Manager of Corporate Services is attached.

**12. Recommendations of Committees.****(a) Parks and Recreation Committee Meeting held on May 15, 2019**

The Committee recommends THAT Council:

- A. Direct Staff to prepare a layered Village of Anmore map for the purpose of trail mapping which includes Tri-Cities Off Road Cycling Association (TORCA) map updates, Village trail maps, and all existing and proposed comprehensive development zones including Bella Terra and Cordovado; AND
- B. Direct staff to undertake a walk through trail exercise with the Parks & Recreation Committee for the purpose of trail mapping of obscure trails that are not currently mapped; AND
- C. Direct the Parks & Recreation Committee to report back to Council once the trail mapping exercise is complete with recommendations for potential locations for trail extensions.

**(b) Environment Committee Meeting held on May 16, 2019**

The Committee requests:

THAT Council send a letter to the Conservation Officer Service making them aware of ongoing problems at Countryside with improper storage of garbage, green waste, and other attractants creating nuisance bears in the area which result in a public safety hazard for the Village of Anmore.

**13. Mayor's Report****14. Councillors Reports****15. Chief Administrative Officer's Report**

**16. Information Items**

**(a) Committees, Commissions and Boards - Minutes**

- Page 21 - Minutes of the Sasamat Volunteer Department Board of Trustees Meeting held on April 18, 2019
- Page 26 - Draft Minutes of the Parks & Recreation Committee Meeting held on May 15, 2019
- Page 29 - Draft Minutes of the Environment Committee Meeting held on March 26, 2019

**(b) General Correspondence**

- Page 32 - Communication from Metro Vancouver dated May 24, 2019 regarding Transit-Oriented Affordable Housing Study Phase 2 – Key Findings

**17. Public Question Period**

*Note: The public is permitted to ask questions of Council regarding any item pertaining to Village business. A two-minute time limit applies to speakers.*

**18. Adjournment**

## REGULAR COUNCIL MEETING – MINUTES

Minutes for the Regular Council Meeting scheduled for  
Tuesday, May 21, 2019 at 7:00 p.m. in Council Chambers at  
Village Hall, 2697 Sunnyside Road, Anmore, BC

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### ELECTED OFFICIALS PRESENT

Mayor John McEwen  
Councillor Polly Krier  
Councillor Tim Laidler  
Councillor Kim Trowbridge  
Councillor Paul Weverink

### OTHERS PRESENT

Juli Halliwell, CAO  
Karen Elrick, Manager of Corporate Services

#### 1. Call to Order

Mayor McEwen called the meeting to order at 7:00 p.m.

#### 2. Approval of the Agenda

It was MOVED and SECONDED:

That the Agenda be approved as circulated.

Carried Unanimously

#### 3. Public Input

None.

#### 4. Delegations.

None.

#### 5. Adoption of Minutes

(a) Minutes of the Regular Council Meeting held on April 30, 2019

It was MOVED and SECONDED:

That the Minutes of the Regular Council Meeting held on April 30, 2019 be adopted as circulated.

Carried Unanimously

**6. Business Arising from Minutes**

Mayor McEwen requested staff to follow up with BC Hydro following the April 30 delegation requests regarding:

- Buntzen Lake Water levels – safety concerns and needs for continuing communication
- Evacuation and Parking plan for Buntzen Lake
- Potential for power generation from the water tunnel

**7. Consent Agenda**

It was MOVED and SECONDED:

That the Consent agenda be adopted.

Carried Unanimously

**(a) Communication from City of Burnaby dated May 2, 2019 regarding expanding investment opportunities**

Recommendation: THAT Council receive the letter from City of Burnaby dated May 2, 2019 regarding expanding investment opportunities, for information.

**(b) Communication from Ministry of Municipal Affairs and Housing dated May 7, 2019 regarding Building BC**

Recommendation: THAT Council receive the letter from Ministry of Municipal Affairs and Housing dated May 7, 2019 regarding Building BC, for information.

**8. Items Removed from the Consent Agenda**

None.

**9. Legislative Reports**

None.

**10. Unfinished Business****11. New Business****(a) Dr. Hal Weinberg Scholarship – Award Presentation**

Council presented the scholarship awards to the 2019 recipients:

Andrew Roberts

Heidi Mueckel

Emily Scatchard

**(b) Village of Anmore 2019-2022 Council Strategic Plan**

Ms. Juli Halliwell, CAO, provided an overview of the 2019-2022 Council Strategic Planning process and outlined the document included in the agenda package.

It was MOVED and SECONDED:

THAT Council adopt the Village of Anmore 2019-2022 Strategic Plan as attached to the agenda.

Carried Unanimously

**(c) 2018 Annual Water Quality Report**

Ms. Juli Halliwell, CAO, provided an overview of the 2018 Water Quality report which is required by regulation on an annual basis and includes information on water samples taken throughout the year at various stations.

It was MOVED and SECONDED:

THAT Council receive the Village of Anmore 2018 Water Quality Report as attached to the agenda, for information.

Carried Unanimously

**12. Recommendations of Committees.****(a) Community Engagement, Culture and Inclusion Committee Meeting held on April 11, 2019**

Councillor Krier noted that this will be a weather dependent get together event where residents can gather for an evening in Spirit Park.

It was MOVED and SECONDED:

THAT Council direct staff to promote and prepare Spirit Park for the 1st Annual Picnic in the Park to be held from 6 p.m. – 9 p.m. on Friday, August 16.

Carried Unanimously

**(b) Community Engagement, Culture and Inclusion Committee (CECI) Meeting held on May 15, 2019**

It was MOVED and SECONDED:

THAT Council support the Community Engagement Culture and Inclusion Committee hosting of the Alzheimer Society Workshop on May 29 at Village Hall and that Council authorize a budget of \$75 for the event.

Carried Unanimously

**13. Mayor's Report**

May 1 – attended small community meeting at TransLink with Lions Bay, Bowen Island, and Belcarra regarding funding model for bus stops and trail connections. It was noted that the funding model has changed from a 50/50 contribution to a 25/75 contribution from the Village which would lower the burden to the Village.

May 2 – toured TransLink facilities noting challenges with current model and maintenance scheduling

May 2 – attended Civic Building workshop

May 6 -10 – attended Metro Parks tour and conference in San Francisco

May 13 – met with Mayor Belenkie, Belcarra and CAOs regarding cost sharing opportunities

May 13 – attended Brilliant Circle Open house regarding loco Lands

May 14 – attended Volunteer Appreciation event

May 15 and 16 – attended Metro Vancouver Board meetings

May 23 – will attend joint Council meeting with Belcarra regarding Sasamat Volunteer Fire Department

May 22 – will present with Chair Dhaliwal from Metro Vancouver at the Board of Trade

**14. Councillors Reports**

Councillor Weverink reported:

- he attended open house regarding IOCO lands noting that information is available on the Burrard Commons website
- he attended Volunteer Appreciation event
- he attended May Day parade in Port Coquitlam

Councillor Krier reported:

- she attended jumpstart fundraiser with Cllr. Trowbridge and Cllr. Weverink which raised \$7,500
- she attended LMLGA conference in Harrison noting that it was a good networking and learning experience, climate change was a big topic
- she met with Low Entropy Society along with CAO about opportunities in Village for youth empowerment
- she will attend the Tri Cities Healthy Community Partnership meeting with a focus on vaping and cannabis
- she will attend joint Council meeting with Belcarra May 23
- Dementia Workshop will be held on May 29
- Sasamat Volunteer Fire Department car wash is this Saturday, May 25

Councillor Laidler reported:

- he attended RCMP awards ceremony on May 15 where OIC Sean Maloney's retirement was recognized in addition to other awards to members and civilians

Councillor Trowbridge reported:

- Parks and Recreation Committee is working on trail connectivity and extensions and securing funding

**15. Chief Administrative Officer's Report**

Ms. Juli Halliwell, CAO, reported:

- Volunteer appreciation event was held on May 15 and staff members Sabina Perrin and Carmen Disiewich were recognized for their contribution to organizing the event
- Water flushing will continue until the end of this week
- Utilities are due May 23



**16. Information Items****(a) Committees, Commissions and Boards - Minutes**

- Minutes of the Advisory Planning Commission Meeting held on February 11, 2019
- Minutes of the Environment Committee Meeting held on March 26, 2019
- Minutes of the Community Engagement, Culture, and Inclusion Meeting held on April 11, 2019

**(b) General Correspondence**

- Metro Vancouver Board in Brief for meeting held on April 26, 2019
- Communication from WiMacTel Canada Inc. dated April 30, 2019 regarding removal of Telus payphone at Buntzen Lake Park

**17. Public Question Period**

Leigh Scatchard requested information regarding sidewalk improvements along Sunnyside and separation from roadway. It was noted that the sidewalk will be separated from the roadway, where possible.

Linda Weinberg, noted concerns about wildfires. It was noted that firesmart information session hosted by Port Moody Fire will be held and that evacuation plans are posted on the Village website with further communication to follow.

**18. Adjournment**

It was MOVED and SECONDED:

THAT the meeting was adjourned at 7:37 p.m.

Carried Unanimously

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Karen Elrick  
Corporate Officer

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John McEwen  
Mayor



# VILLAGE OF ANMORE

## REPORT TO COUNCIL

Date: May 7, 2019 7340-014/19  
Submitted by: Karen Elrick, Manager of Corporate Services  
Subject: Wildfire Protection Plan Review

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### Purpose / Introduction

The purpose of this report is to provide an update to Council regarding a review of the Village's Wildfire Protection plan including review of previous recommendations and next steps.

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### Recommended Options

**THAT Council receive the report from the Manager of Corporate Services dated May 7, 2019, for information; and THAT Council direct staff to explore funding opportunities to facilitate a review and update, if deemed necessary, to the Village's Community Wildfire Protection Plan**

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### Background

In 2007, the Village, in consultation with Metro Vancouver (formerly GVRD), retained a consultant to develop a Community Wildfire Protection Plan (CWPP) for nine municipalities, including Anmore. Within the CWPP a system was developed to both identify areas of risk, and support further development of the CWPP.

As part of the ongoing review of the CWPP, the Village's Protective Services Committee undertook a check in of the recommendations as contained in the plan in May 2016 and staff brought forward a report to Council in June 2016 (**Attachment 1**). At that time, the Committee provided some prioritization to the recommendations and an action plan was outlined for Council's consideration.

Upon consideration of the report, Council provided the following direction at the June 21, 2016 meeting:

## Report/Recommendation to Council

### Wildfire Protection Plan Review

May 7, 2019

*"That Council receive the report dated May 2016, prepared by the Protective Services Committee; and that Staff be directed to bring the report forward for future Council consideration following a new review and comments of the Wildfire Protection Plan by the Sasamat Volunteer Fire Department and the Emergency Preparedness Committee, and to Staff for outlining any financial implications to the Village."*

## Discussion

Since the last review in 2016, many of the recommendations have been implemented in terms of communication and planning:

- ✓ Use Village Website to Communicate with Residents
  - Links have been provided on the Village website and will continue to be updated
  - FireSmart Homeowners Manual on Village Website
- ✓ Communicate via Village Signboards
  - Ranking graphic is posted at Village entrances advising of current fire rating on dedicated fire rating signs
- ✓ Development of an Evacuation Plan
  - Plan is complete and has been posted on Village Website
  - Communication strategies are being developed for community members
  - Inter-agency training exercises take place on a regular basis

Some of the recommendations contained within the plan include comments related to building, planning and development regulations. Typically, the Village does not have jurisdiction to regulate requirements beyond the BC Building Code but with regards to requiring FireSmart construction materials it may be possible – further research is required. Should Council wish to provide direction to staff to explore development options related to wildfire protection, staff could provide Council options regarding steps required to designate a wildfire development permit area within the Village.

- ✓ The recommendation regarding improved access to isolated properties is taken into consideration when contemplating new development.

Recommendations related to the Sasamat Volunteer Fire Department (SVFD) were provided to Fire Chief Jay Sharpe who gave the following feedback:

## Report/Recommendation to Council

### Wildfire Protection Plan Review

May 7, 2019

- Education and Awareness Program
  - Although challenged with members' time, should resources allow, delivering a FireSmart program to the school would be something to look at implementing
- Purchase and maintain an emergency sprinkler kit
  - Current sprinkler kit is not capable of protecting 50 homes. Budget and logistical constraints, including storage and transportation are challenging. It is noted that should the need arise, support may be requested from Port Moody Fire Department.
- SVFD Training
  - Wildfire training is conducted each year and typically 6 consecutive sessions is spent on wildfire training. Joint training sessions are conducted with Port Moody Fire Department.

In terms of fuel treatment planning and overall review of the CWPP, staff would recommend that funding opportunities and grants from other levels of government be pursued in order to offset the cost of these initiatives. A Community Resiliency Investment Program administered by the Union of BC Municipalities provides opportunity for local governments to apply for funding to support activities or programs to address wildfire planning and management. The intake for applications for the current year is closed; however, staff anticipates that applications will be made available in the fall of 2019 and the intent would be for staff to submit an application during the next intake, should Council support this grant opportunity.

Should the Village wish to take steps towards becoming a recognized "FireSmart Community", many of the required steps could be achieved through planning, assessment, and evaluation work that could be undertaken with grant funding resources.

## Other Options

THAT Council receive the report from the Manager of Corporate Services dated May 7, 2019, for information; and THAT Council direct staff to explore funding opportunities to facilitate a review and update, if deemed necessary, to the Village's Community Wildfire Protection Plan **(Recommended Option)**

OR

## Report/Recommendation to Council

Wildfire Protection Plan Review

May 7, 2019

THAT Council direct Staff to identify areas within the Village's Community Wildfire Protection Plan for review and report back to Council with the required Staff and/or consultant, and funding resources to undertake a review.

## Financial Implications

None.

## Communications / Civic Engagement

Staff will continue to provide updated communication and information to the community and identify opportunities for engagement with members of the public to provide information and education around wildfire safety.

## Attachments:

1. Report dated June 17, 2016 entitled Wildfire Protection Plan Review

<b>Prepared by:</b>	
 _____	
Karen Elrick Manager of Corporate Services	
<b>Reviewed for Form and Content / Approved for Submission to Council:</b>	
<b>Chief Administrative Officer's Comment/Concurrence</b>	
 _____	
Chief Administrative Officer	
<b>Corporate Review</b>	<b>Initials</b>
Building & Bylaws	"js"
Sasamat Volunteer Fire Department	"js"



## VILLAGE OF ANMORE

### REPORT TO COUNCIL

Date: June 17, 2016

Submitted by: Christine Milloy, Manager of Corporate Services

Subject: Wildfire Protection Plan Review (Report)

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#### **Purpose / Introduction**

To seek Council endorsement for the Wildfire Protection Plan Review, as prepared by the Protective Services Committee.

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#### **Recommended Options**

1. That Council receives the Wildfire Protection Plan Review dated May 2016 prepared by the Protective Services Committee; and that Council adopts all of the recommendations outlined in the Wildfire Protection Plan.  
**or**
  2. That Council receives the Wildfire Protection Plan Review dated May 2016 prepared by the Protective Services Committee; and that Council adopts some of the recommendations outlined in the Wildfire Protection Plan.  
**or**
  3. That Council receives the report dated May 2016 prepared by the Protective Services Committee; and that staff be directed bring the report forward for future Council consideration following new review and comments of the Wildfire Protection Plan by the Sasamat Volunteer Fire Department.
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#### **Background**

In 2007, B.A. Blackwell and Associates was retained to prepare a Community Wildfire Protection Plan for the Village of Anmore. Since that time, Council, staff, the Emergency Preparedness Committee, Protective Services Committee, and the now-absolved Emergency Preparedness Working Group and Community Services Committee, have reviewed and/or made references to the Plan.



**Report/Recommendation to Council**  
Wildfire Protection Plan Review (Report)  
June 17, 2016

Most recently, at the Regular Council Meeting held on May 5, 2015, Council passed the following resolution:

*"THAT THE PROTECTIVE SERVICES COMMITTEE REVIEW ANMORE'S WILDFIRE PROTECTION PLAN AND MAKE RECOMMENDATIONS TO COUNCIL ON HOW BEST TO IMPLEMENT THE RECOMMENDATIONS IN THE PLAN."*

**Discussion**

The Protective Services Committee reviewed the Plan, and requests that Council agree to accept all or some of the identified recommendations for the Village. Upon agreement to accept the recommendations for the Village, staff will work with Councillor Ann-Marie Thiele, Chair of the Protective Services Committee, to ensure that the priority recommendations are first addressed.

**Financial Implications**


If approved, staff will review the budget implications, and will bring forward any requests for funding during the 2017 Financial Plan review.

**Council Strategic Plan Objectives**

The review of the Wildfire Protection Plan and related recommendations are aligned with Council's Strategic Objectives, specifically with continuation of wildfire preparation and emergency planning.

**Attachments:**

1. Wildfire Protection Plan Review, May 2016

<b>Prepared by:</b>	
	
Christine Milloy Manager of Corporate Services	
<b>Reviewed for Form and Content / Approved for Submission to Council:</b>	
<b>Chief Administrative Officer's Comment/Concurrence</b>	
	 Chief Administrative Officer

# **WILDFIRE PROTECTION PLAN REVIEW**

## **Prepared by the Village of Anmore Protective Services Committee**

### **May, 2016**

## **1. INTRODUCTION**

In 2007, the Village of Anmore engaged forestry consultants, B. A. Blackwell & Associates, to prepare a Community Wildfire Protection Plan for the Village of Anmore. The Plan set out 22 recommendations for consideration by the Village. In January, 2015, Council established a new Protective Services Committee ("the Committee"). Council then referred the Community Wildfire Protection Plan ("the Plan") to the Committee for review. The Protective Services Committee met five times to discuss the Plan:

- In June, 2015, the Committee met to initiate a review of the Plan, and to discuss an approach to addressing the 22 recommendations in the Plan.
- In August, 2015, Bruce Blackwell, principal at B.A. Blackwell & Associates, reviewed the Plan with the Committee and provided additional background information and insight.
- In November, 2015, the Committee held a workshop to review and prioritize the recommendations contained in the Wildfire Protection Plan.
- In March, 2016, the Committee reviewed this report and provided feedback to Chair Thiele.
- In May, 2016, the Committee finalized this report and referred it back to Council.

## **2. KEY PRINCIPLES**

Over the course of the Committee's discussions, two key themes emerged. The Committee would like to highlight these themes in the hope that they will act as guiding principles for the Village as it moves forward with wildfire protection planning.

1. Our community needs to self-identify as "FireSmart". In the same way that the Village considers the financial and environmental implications of growth and development, FireSmart planning should permeate all facets of planning. From lot setbacks and roofing materials, to allocation of staff time and budgeting for new initiatives, the Village has many tools at its disposal for building a FireSmart community.



2. Wildfires can move in both directions: from the forest into the residential areas of the village, and from the residential areas into the forest. Prevention planning should take a two-pronged approach:
  - Local government should implement policies and regulations that protect our surrounding forests, thereby protecting our residents and their homes.
  - Individual homeowners should take responsibility for ensuring they are “fire smart” in their own homes and backyards, ensuring greater safety not only for their own residences but those of their neighbours and the surrounding forests.

### 3. RECOMMENDATIONS

In order to provide Council with a framework for implementing the recommendations contained in the Wildfire Protection Plan, the Committee used a priority-based approach, assigning each recommendation a priority category of A, B or C (with ‘A’ being the highest priority). Recommendations were prioritized based on the perceived magnitude of risk mitigation effects and the ability of the Village to implement the recommendations.

The ranking system is intended to provide a framework to what otherwise might seem an unwieldy and daunting report. “Priority A” recommendations are those that could be easily implemented or are of such an urgent nature that they bear immediate attention. “Priority B” recommendations are considered longer-term solutions that could be implemented over time. “Priority C” recommendations are items that may be implemented when opportunities arise (e.g. Recommendation #1 - Building a FireSmart show home), or that the Committee felt may be beyond the current Village’s capacity (e.g. Recommendation #9 - Work with the Building Policy Branch). Where a recommendation has already been implemented or is captured in another recommendation, a priority was not set; these recommendations are noted at the bottom of the table.

Following is a list of the Community Wildfire Protection Plan recommendations, categorized by priority level, along with the Committee’s comments on each of the recommendations:

#	RECOMMENDATION (with Comments)
<b>PRIORITY ‘A’ RECOMMENDATIONS</b>	
<b>2</b>	<b>APPLY for UBCM FUEL TREATMENT PILOT PROGRAM GRANT</b> <ul style="list-style-type: none"> <li>• Having completed the first phase of the province’s Wildfire Strategic Prevention Initiative (SWPI) funding program (i.e. development of a Wildfire Protection Plan), the Village should apply for this next phase of the program.</li> <li>• The remaining 2016 application deadline is September 30.</li> </ul>

<b>3</b>	<b>USE the VILLAGE WEBSITE to COMMUNICATE WITH RESIDENTS</b> <ul style="list-style-type: none"> <li>• Provide links to the FireSmart Website.</li> <li>• Include information on the Village's website (citing the Wildfire Protection Plan) as to why residents should think about wildfire planning and prevention.</li> <li>• Specifically address campfires and burning in Anmore, and provide information as to the rationale for fire bans and risks to residents.</li> </ul>
<b>4</b>	<b>COMMUNICATE via VILLAGE SIGNBOARDS</b> <ul style="list-style-type: none"> <li>• During fire season, a ranking graphic should be displayed on the signboards in front of the Village Hall and at Sunnyside Road &amp; 1st Avenue.</li> <li>• Ideally, the signboards would include a reminder that park traffic should give way to emergency vehicles.</li> </ul>
<b>7</b>	<b>SET THE GOAL of BEING a FIRESMART COMMUNITY</b> <ul style="list-style-type: none"> <li>• This would include creating a Wildfire Bylaw.</li> <li>• Incorporate FireSmart practices into the Building and Zoning Bylaws.</li> <li>• Fuel management measures on public and private property could be included in the bylaws.</li> <li>• Recognize that the entire village is part of the Urban Wildland Interface, not only residences that sit at the forest's edge.</li> </ul>
<b>13</b>	<b>DEVELOP an EVACUATION PLAN</b> <ul style="list-style-type: none"> <li>• The lack of an evacuation plan continues to be outstanding issue in emergency planning in the Village. It should be a high priority.</li> <li>• This should be considered when planning future roads and subdivisions.</li> </ul>
<b>6</b>	<b>INCREASE SETBACKS on the FOREST INTERFACE to 10 METRES</b> <ul style="list-style-type: none"> <li>• Consider prohibiting flammable structures and fuel load (sheds, wooden fences, woodpiles, etc.) along lot lines that lie along the forest interface.</li> <li>• Incorporate the new setbacks into Anmore's new Building and Zoning Bylaws.</li> </ul>
<b>8</b>	<b>REQUIRE FIRE-RETARDANT ROOFING MATERIALS</b> <ul style="list-style-type: none"> <li>• This measure is part of the greater vision for a FireSmart community.</li> <li>• This could be addressed in the Building Bylaw review.</li> </ul>
<b>14</b>	<b>DEVELOP an ALTERNATE COMMAND CENTRE for the SVFD</b> <ul style="list-style-type: none"> <li>• The Sasamat Volunteer Fire Department has a Mobile Command Centre.</li> <li>• This item should be referred to the Emergency Preparedness Committee to determine if the Village should have its own Mobile Command Centre for its Emergency Operations Committee.</li> </ul>
<b>19</b>	<b>DEVELOP a FUEL BREAK PLAN &amp; FUEL TREATMENT PRESCRIPTIONS</b> <ul style="list-style-type: none"> <li>• Apply for funding under the Province's Strategic Wildfire Prevention Initiative (SWPI) grant program to fund this next phase of wildfire protection planning.</li> <li>• Explore funding options under SWPI to fund the construction of fuel breaks.</li> <li>• Consider using current and future walking trails as potential fuel breaks, especially new trail systems (recognizing that fuel breaks are wider than traditional trails).</li> <li>• Explore opportunities with the Province to create fuel breaks around the Village on Crown land.</li> </ul>

## PRIORITY 'B' RECOMMENDATIONS

<b>1</b>	<b>CONSTRUCT A FIRESMART SHOW HOME</b> <ul style="list-style-type: none"> <li>• Rather than working with a local developer to construct a FireSmart show home, the Village could consider this recommendation when re-building the Village Hall; perhaps the new Village Hall could be a showcase for the FireSmart program.</li> </ul>
<b>10</b>	<b>LOBBY THE PROVINCIAL GOVERNMENT TO DEVELOP FUEL MANAGEMENT PLANS ON CROWN LAND</b> <ul style="list-style-type: none"> <li>• The Village could contact the Ministry of Forests to request that fuel management plans be developed for this area.</li> <li>• Village Staff could contact the ministry to inquire about the status of any plans that may be in place.</li> <li>• While this recommendation may not be practicable at this time, the Village should be prepared to take advantage of opportunities for communication and collaboration with the Province should they arise in future.</li> </ul>
<b>12</b>	<b>IMPROVE ACCESS to ISOLATED PROPERTIES</b> <ul style="list-style-type: none"> <li>• Identify adequate access for evacuation and fire control.</li> <li>• Consider mitigative measures for isolated properties when planning for future development or re-development.</li> </ul>
<b>17</b>	<b>FUEL INVENTORY</b> <p>This recommendation should be implemented after a fuel treatment pilot project is carried out (ref. Recommendation #2).</p>
<b>18</b>	<b>THINNING PROGRAM</b> <p>This recommendation should be implemented after a fuel treatment pilot project is carried out (ref. Recommendation #2).</p>
<b>20</b>	<b>WORK with BC TRANSMISSION CORPORATION to ENSURE SAFETY of TRANSMISSION CORRIDOR</b> <p>Staff should contact the BCTC to ensure that this recommendation is carried out.</p>
<b>21</b>	<b>BUILD ON EXISTING FIREBREAKS</b> <p>This recommendation should be implemented when the larger fuel break plan is developed (ref. Recommendation #19).</p>
<b>22</b>	<b>DEVELOP A POST-FIRE REHABILITATION PLAN</b> <p>While a Rehabilitation Plan is important, other phases of the Wildfire Protection Plan need to be implemented first. Given the Village's limited resources, this should be a long-term goal on the continuum of wildfire planning.</p>

## PRIORITY "C" RECOMMENDATIONS

<b>5</b>	<b>SASAMAT VOLUNTEER FIRE DEPARTMENT EDUCATION &amp; AWARENESS PROGRAM</b> <p>This item should be referred to the SVFD for comment.</p>
<b>9</b>	<b>WORK WITH THE BUILDING POLICY BRANCH</b> <p>The Committee is unsure if this is a realistic goal given the Village's limited resources.</p>
<b>16</b>	<b>SVFD TRAINING</b> <p>This item should be referred to the SVFD for comment.</p>

<b>UNRANKED RECOMMENDATIONS</b>	
<b>11</b>	<b>PURCHASE AND MAINTAIN AN EMERGENCY SPRINKLER KIT</b> <ul style="list-style-type: none"> <li>• The Sasamat Volunteer Fire Department has wildland interface fire sprinklers that cover 25-40 foot circles.</li> <li>• The Port Moody Fire Department has a sprinkler trailer though they may need it at the same time as Anmore if a larger fire were to occur.</li> <li>• Currently there is a “gentlemen’s agreement” in place regarding mutual aid between the SVFD and PMFD.</li> </ul>
<b>15</b>	<b>HELICOPTER ON CALL LOCALLY DURING FIRE SEASON</b> <p>The Ministry of Forests has assured the Village that a helicopter would be readily available in the event of a forest fire.</p>

#### 4. ACTION PLAN

It is hoped that Council will receive this report and adopt the recommendations contained in the Wildfire Protection Plan. Next steps could include:

- Directing staff to implement key recommendations as soon as possible (e.g. updating the Village website, developing an evacuation plan, using Village signboards during fire season).
- Incorporating key recommendations into the Village’s 2016 Strategic Plan and, by extension, staff work plans.
- Incorporating recommended changes in the in the upcoming Zoning, Building and Tree Management Bylaw reviews.
- Referral of this report to the Sasamat Fire Department Chief and Deputy Chief for comment.
- Benchmarking at regular intervals (semi-annually over the next two years, and annually thereafter) to ensure that the Community Wildfire Protection Plan and this report become “living documents”, helping to keep wildfire planning top of mind for staff and future Councils.

## Sasamat Volunteer Fire Department Board of Trustees

Thursday, April 18, 2019  
7:00 – 9:00 PM  
Anmore Firehall  
2690 East Road, Anmore

Chair:	Councillor Darrell Penner	MV Board	P
Members:	Mayor Neil Belenkie	Village of Belcarra	P
	Councillor Bruce Drake	Village of Belcarra	P
	Councillor Liisa Wilder	Village of Belcarra	P
	Mayor John McEwen	Village of Anmore	P
	Councillor Kim Trowbridge	Village of Anmore	P
	Councillor Paul Weverink	Village of Anmore	P
Staff:	Fire Chief Jay Sharpe	Fire Chief	P
	Greg Smith	CTO, Corporate Services, Metro Vancouver	P
	Donna Brown	GM HR and Corporate Services, Metro Vancouver	P
Note Taker:	Jennifer Arabsky	Metro Vancouver	P
Guest(s):	Kimberly Johnston	Johnston Davidson Architecture and Planning Inc.	P
	John Botelho	Johnston Davidson Architecture and Planning Inc.	P
	Carol Mason	CAO, Metro Vancouver	P
	Phil Trotzuk	CFO, Metro Vancouver	P

### MINUTES

**Call to order 7:17pm**

Item #	Item	Status
1.	<b><u>Approval of Agenda</u></b> MOTION: to approve the Agenda as distributed.  Moved and seconded.	Carried
2.	<b><u>Adoption of the Minutes</u></b> MOTION: to approve the September 27, 2018 Regular Meeting Minutes as distributed.  Moved and seconded.	Carried

**Sasamat Volunteer Fire Department  
Board of Trustees**

April 18, 2019

Page 2

3.	<p><b><u>Invited Presentation</u></b></p> <ul style="list-style-type: none"> <li>Kimberly Johnston and John Botelho of Johnston Davidson Architecture and Planning Inc. provided a presentation on their Condition and Needs Assessment Report updating the current plans and rough costs regarding the Anmore and Belcarra Fire Halls.</li> </ul> <p>The scope of the project was to: observe and document the current functional components of the fire hall facility; assess the building for “gap” between industry standards and current conditions; provide high level costing based on current industry pricing to help give project development financial perspective; and to outline this in a detailed report.</p> <p>Current fire halls: do not meet BC Building Code; have limited physical space; lack personal protective equipment storage; and do not have enough washroom facilities for firefighters.</p> <p>Current proposed options with rough costing (not including soft costs, geo-technical surveys, etc.):</p> <p><b>Anmore</b></p> <p><b>Option 1:</b> \$4,260,000: Includes a renovated firehall quarters and addition of a new operational spine and apparatus bay with tandem drive through bay including a new connection between the two buildings. Consideration may be given to determining possibility of relocating the Sunnyside Road access closer to, or on, the BC Hydro Right of Way to permit a better entry of apparatus to rear bays.</p> <p><b>Option 2:</b> \$ 3,185,000: Includes a renovated firehall quarters and addition of a new apparatus bay with drive through bays including a new connection between the two buildings. Driveway would be clear of BC Hydro’s Right of Way in this option.</p> <p><b>Option 3:</b> \$5,480,000: Includes a new one storey firehall quarters and a new apparatus bay with tandem drive through bay. Driveway would encroach on BC Hydro’s Right of Way.</p> <p><b>Option 4:</b> \$5,480,000: Includes a new smaller footprint one and two storey firehall quarters and a new operational spine and apparatus bay with tandem drive through bay. Driveway would encroach on BC Hydro’s Right of Way.</p> <p><b>Belcarra</b></p> <p><b>Option 1:</b> \$1,750,000: New operational spine and apparatus bay on a new site. Challenges with grade, will require retaining walls. Can keep the old facility operational while construction takes place.</p> <p><b>Option 2:</b> \$1,848,000: New operational spine and apparatus bay on the old site – this would require full demolition of the existing facility prior to new construction.</p>	
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**Sasamat Volunteer Fire Department  
Board of Trustees**

April 18, 2019

Page 3

	<p>Discussion took place on potentially adding accommodations, noted was the firm has seen this before and it should be possible if appropriate permits are available.</p> <p>Noted was all new construction would be to Post Disaster Standards, renovations would not. Discussed was the potential to bring to compliance the renovated pieces, but noted was the cost to bring to code all the deficiencies likely outweigh a new compliant build, potential to phase building to distribute costs over time (Anmore: build Option 1, then later build new hall).</p> <p>Trip being considered by Trustees to Bowen Island to review their hall plans.</p>	Received for information
4.	<p><b><u>Metro Vancouver Updates</u></b></p> <p><b>Introduction of Guests</b></p> <ul style="list-style-type: none"> <li>Greg Smith, Chief Technology Officer, Corporate Services, Metro Vancouver introduced Carol Mason, Chief Administrative Officer and Phil Trotsuk, Chief Financial Officer of Metro Vancouver as presenters.</li> </ul> <p>Greg provided a quick overview of the current funding, financial plan and allocation of centralized cost followed by Phil's review of the potential firehall upgrade costs and household impacts. Noted was these were different from the architects cost as estimates for soft cost, geotechnical cost, etc. were added in. Builds should be considered in next five-year financial plan and with potential to start contributing to a reserve. Carol provided an overview on the bylaws as well as considerations and next steps. Discussion took place on potential formulas, and timeline reviews for amendment, for funding.</p> <p>Noted was a borrowing bylaw would be required, and a referendum to commit. A communications strategy would be useful to have community support. It was confirmed that this would not add to municipal debt, it would be SVFD debt. A call to UBCM for potential rural grant options should take place. A joint council meeting will need to take place to discuss a formula for funding to move forward.</p>	Received for information
5.	<p><b><u>Fire Chief's Report</u></b></p> <p><b>Equipment</b></p> <ul style="list-style-type: none"> <li>Ladder 7 is in limited service as driver training and ladder training is ongoing.</li> <li>ATV Trailer retired due to deterioration, will use a flat bed in future to tow.</li> </ul> <p><b>Halls and Grounds</b></p> <ul style="list-style-type: none"> <li>Belcarra fire hall repairs completed on budget.</li> </ul> <p><b>Training</b></p> <ul style="list-style-type: none"> <li>FR3 training being completed.</li> <li>Only one new recruit in training as at capacity.</li> </ul>	

**Sasamat Volunteer Fire Department  
Board of Trustees**

April 18, 2019

Page 4

	<ul style="list-style-type: none"> <li>• Training Officer is booked for annual BC Training Officers conference.</li> </ul> <p><b>Public Education</b></p> <ul style="list-style-type: none"> <li>• Ongoing fire hall tours are taking place with various school age groups.</li> <li>• Melissa Cooke has expressed an interest in a Public Education role for the department.</li> </ul> <p><b>Old Business</b></p> <ul style="list-style-type: none"> <li>• Rogers Cell tower on the Anmore Hall site - excellent way to increase the effectiveness of radio system. When priced a new radio tower for the site, it was in excess of \$200,000 for a tower that was not nearly as tall. Anmore and Belcarra will take to a joint council meeting for discussion.</li> </ul> <p><b>Reports and Information</b></p> <ul style="list-style-type: none"> <li>• Total of 30 calls as of the report date of April 11, 2018, 4 call since report. Noted was the largest event was a structure fire, big save (likely largest save in last 20 years). Challenges with E-Comm dispatch delay reviewed resulting in mass training taking place for dispatchers re: SVFD and area of service.</li> <li>• 2018 Call out stats were 98 total calls with 51% being MESA. 80% of the calls were in Anmore and 20% in Belcarra. Despite changes in the BCAS call managing system, slight increase still seen in the number of medical calls. Increase can be directly related to the increase in the elderly population. Noted was there were still a number of unconfirmed ambulance sightings in both Villages where the fire department was not called. Noted was BCAS changes are being reviewed. Potential for public education component to address. Also noted was changes would require changes to the E-Comm Policy and Procedures Manual which needs to be done through a MV Board vote.</li> <li>• Both the Anmore District Chief and Belcarra District Chief have taken extended leaves of absences from the department. Sophie helping with Dave's paperwork in his absence and receiving a portion of his compensation.</li> <li>• Captain Colin Richardson appointed to the position of Belcarra District Chief.</li> <li>• Promoted Jason Sadler to Captain, Doug Bakker to lieutenant and Britt Andersen to lieutenant.</li> <li>• Captain David Speakman awarded with his 25-year long service medal from the Office of the Fire Commissioner.</li> </ul> <p>MOTION: to receive the Fire Chief's Report</p> <p>Moved and seconded.</p>	
6.	<p><b><u>New Business</u></b></p> <p><b>Introduction of new Metro Vancouver SVFD representative</b></p>	



**Sasamat Volunteer Fire Department  
Board of Trustees**

April 18, 2019

Page 5

	<ul style="list-style-type: none"><li>Greg Smith, Chief Technology Officer, Corporate Services, Metro Vancouver introduced himself as the new Metro Vancouver SVFD representative.</li></ul>	Information
7.	<b><u>Next Meeting</u></b> <ul style="list-style-type: none"><li>The next meeting will be at the call of the Chair.</li><li>Adjournment.</li></ul>	Information

**Meeting Adjourned at 9:28 pm**

## PARKS AND RECREATION COMMITTEE MEETING – MINUTES



Minutes of the Parks and Recreation Committee Meeting held on Wednesday May 15, 2019 in Council Chambers at Village Hall, 2697 Sunnyside Road, Anmore, BC

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### **MEMBERS PRESENT**

Councillor Kim Trowbridge (Chair)  
Bruce Scatchard  
Jay Sheere

### **MEMBERS ABSENT**

Mike Dykstra  
Susan Mueckel

### **OTHERS PRESENT**

Stewart Campbell, Labourer

### **1. CALL TO ORDER**

Chair Trowbridge called the meeting to order at 7:05 p.m.

### **2. APPROVAL OF THE AGENDA**

It was MOVED and SECONDED:

That the Agenda be approved as circulated.

CARRIED UNANIMOUSLY

### **3. MIINUTES**

#### **(a) Minutes of the Meeting held on April 3, 2019**

It was MOVED and SECONDED:

That the Minutes of the Parks and Recreation Committee Meeting held on April 3, 2019 be adopted as circulated.

CARRIED UNANIMOUSLY

### **4. BUSINESS ARISING FROM THE MINUTES**

None.

### **5. UNFINISHED BUSINESS**

Chair Trowbridge provided the committee with background and updated information related to committee business.

Discussion points included:

- Background of desire of committee to get support from Council in terms of funding and action to enhance the trail network
- Council has provided support through budget approval and Committee may identify any activities or initiatives to make recommendations through to Council for allocation of budget
- Cost sharing funding opportunities through TransLink may be available for trail network enhancement
- Recommendations from April 3 meeting have been brought forward to Council and endorsed

## 6. **NEW BUSINESS**

### **(a) Trail Mapping Exercise**

- Committee members undertook a trail mapping exercise with a Village Map.

Following the exercise the council agreed by consensus that sufficient data was not available on the current map to complete the exercise:

It was MOVED and SECONDED:

THAT the Committee recommend THAT Council

- A. Direct Staff to prepare a layered Village of Anmore map for the purpose of trail mapping which includes Tri-Cities Off Road Cycling Association (TORCA) map updates, Village trail maps, and all existing and proposed comprehensive development zones including Bella Terra and Cordovado; AND
- B. Direct staff to undertake a walk through trail exercise with the Parks & Recreation Committee for the purpose of trail mapping of obscure trails that are not currently mapped; AND
- C. Direct the Parks & Recreation Committee to report back to Council once the trail mapping exercise is complete with recommendations for potential locations for trail extensions.

CARRIED UNANIMOUSLY

7. **ADJOURNMENT**

It was MOVED and SECONDED:

To Adjourn.

Carried Unanimously

The meeting adjourned at 8:30 p.m.

Certified Correct:

Approved:

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Karen Elrick  
Manager of Corporate Services

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Councillor Kim Trowbridge  
Chair, Parks and Recreation Committee

## ENVIRONMENT COMMITTEE MEETING – MINUTES

Minutes of the Environment Committee Meeting held on  
Thursday, May 16, 2019 in Council Chambers at  
Village Hall, 2697 Sunnyside Road, Anmore, BC

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### MEMBERS PRESENT

Councillor Paul Weverink, Chair  
Grace Bergman  
Coleen Hackinen  
Trudy Schneider  
Patricia Van Der Lingen

### OTHERS PRESENT

Karen Elrick, Manager of Corporate Services

#### 1. CALL TO ORDER

Chair Weverink called the meeting to order at: 7:09 p.m.

#### 2. APPROVAL OF THE AGENDA

It was MOVED and SECONDED:

That the Agenda be approved as circulated.

Carried Unanimously

#### 3. MINUTES

##### (a) Minutes of the Meeting held on March 26, 2019

It was MOVED and SECONDED:

That the Minutes of the Environment Committee meeting held on  
March 26, 2019 be adopted as circulated.

Carried Unanimously

#### 4. BUSINESS ARISING FROM THE MINUTES

None.

**5. UNFINISHED BUSINESS**

None.

**6. NEW BUSINESS****(a) Committee Orientation**

Ms. Karen Elrick, Manager of Corporate Services, provided an overview of committee process and procedures:

Discussion points included:

- Process and need for recommendations to be forwarded to Council
- Committee role
- Process to introduce agenda items at the committee level

**(b) Meeting Schedule for Current Term April 1, 2019 – March 31, 2021**

It was MOVED and SECONDED:

That the Environment Committee reserve the 3<sup>rd</sup> Thursday of each month at 7:00 p.m. for meetings with the objective to meet every 2 months for the April 1, 2019 to March 31, 2021 term and that no meetings be scheduled for the months of July or August.

Carried Unanimously

**(c) Nuisance Bears**

Committee members engaged in discussion related to nuisance bears in Anmore and points included:

- Need for involvement of Conservation Officers
- Importance of removing the opportunity for access to attractants
- Lack of reporting of bear incidents to Conservation Officers
- Safety concerns
- Conservation Officers have been engaged with Countryside

It was MOVED and SECONDED:

That the Environment Committee request THAT Council send a letter to the Conservation Officer Service making them aware of

ongoing problems at Countryside with improper storage of garbage, green waste, and other attractants creating nuisance bears in the area which result in a public safety hazard for the Village of Anmore.

Carried Unanimously

**7. ADJOURNMENT**

It was MOVED and SECONDED:

To adjourn.

Carried Unanimously

The meeting adjourned at 8:19 p.m.

Certified Correct:

Approved:

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Karen Elrick  
Manager of Corporate Services

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Councillor Paul Weverink  
Chair, Environment Committee

File: CR-12-01  
Ref: RD 2019 Apr 26

MAY 24 2019

Mayor John McEwen and Council  
Village of Anmore  
2697 Sunnyside Road RR1  
Anmore BC V3H 5G9

RECEIVED

MAY 28 2019

VILLAGE OF  
ANMORE 

Dear Mayor McEwen and Council:

**Re: Transit-Oriented Affordable Housing Study Phase 2 – Key Findings**

I am pleased to inform you that at the April 26, 2019 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) received a report with key findings from the *Transit-Oriented Affordable Housing Study Phase 2* and adopted the following resolutions:

*That the MVRD Board:*

- a) *send a letter communicating the key findings from the Transit-Oriented Affordable Housing Study Phase 2 to the following parties to encourage continued efforts to support transit-oriented affordable rental housing and equitable transit-oriented communities:*
  - *the Federal Ministers of Infrastructure, and Families, Children and Social Development;*
  - *the Provincial Ministers of Municipal Affairs and Housing, Transportation and Infrastructure, and Finance, as well as the Parliamentary Secretary for TransLink;*
  - *Mayors' Council on Regional Transportation and TransLink Board of Directors; and*
  - *member jurisdiction Councils; and,*
- b) *direct staff to continue to explore options to collaborate with interested partners on a regional transit-oriented affordable rental housing fund, including identifying potential champions, and report back to the Regional Planning Committee.*

The Metro Vancouver region has a long-standing practice of integrating regional land use and transportation planning, and it is now evident that the relationship between affordable rental housing and transit location is an essential component of that integration. The *Transit-Oriented Affordable Housing Study (TOAH)* is intended to expand practitioner and decision-maker knowledge about the challenges and opportunities to increasing affordable rental housing supply in transit-oriented locations, and about the roles the public, private and non-profit sectors can play to support this critical work.

29468750



*The TOAH Study Phase 2* extends the research findings from Phase 1, which were communicated to you in 2017, to examine specific policy and financial tools. On the policy side, Phase 2 focused on ways to address the barrier of high land cost, such as: the strategic acquisition of lands for transit construction that, post construction, could provide affordable rental housing development opportunities; making better use of under-utilized or surplus lands owned by the public sector or non-profits to support affordable rental housing development; and, the roles of housing agreements, residential rental tenure zoning, and inclusionary housing requirements.

Phase 2 also explored the potential for a regional revolving loan fund to target affordable rental housing projects in transit-oriented locations. Metro Vancouver will continue to explore options to collaborate with interested partners, including identifying potential champions.

It is our sincere hope that the *TOAH Study* provides additional guidance and inspiration to the public, private, and non-profit sectors to work together to confront one of the most challenging issues affecting our region today. We look forward to continuing to work with you on this critical issue.

Yours sincerely,

A handwritten signature in black ink, reading "Sav Dhaliwal". The signature is fluid and cursive, with the first name "Sav" and last name "Dhaliwal" clearly legible.

Sav Dhaliwal  
Chair, Metro Vancouver Board

SD/CM/NC/rk

Encl: Report dated March 14, 2019, titled "Transit-Oriented Affordable Housing Study Phase 2 – Key Findings" (Doc #28896875)

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To: Regional Planning Committee

From: Raymond Kan, Senior Planner, Regional Planning

Date: March 14, 2019

Meeting Date: April 5, 2019

Subject: **Transit-Oriented Affordable Housing Study Phase 2 – Key Findings**

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### **RECOMMENDATION**

That the MVRD Board:

- a) send a letter communicating the key findings from the *Transit-Oriented Affordable Housing Study Phase 2* to the following parties to encourage continued efforts to support transit-oriented affordable rental housing and equitable transit-oriented communities:
    - the Federal Ministers of Infrastructure, and Families, Children and Social Development;
    - the Provincial Ministers of Municipal Affairs and Housing, Transportation and Infrastructure, and Finance, as well as the Parliamentary Secretary for TransLink;
    - Mayors' Council on Regional Transportation and TransLink Board of Directors; and
    - member jurisdiction Councils; and,
  - b) direct staff to continue to explore options to collaborate with interested partners on a regional transit-oriented affordable rental housing fund, including identifying potential champions, and report back to the Regional Planning Committee.
- 

### **PURPOSE**

To communicate the key findings of Phase 2 of the Transit-Oriented Affordable Housing Study (TOAH Study), seek MVRD Board approval to distribute the key findings to appropriate federal, provincial, regional, member jurisdictions, and other identified parties, and to seek MVRD Board direction on follow-up actions.

### **BACKGROUND**

The TOAH Study is intended to expand the knowledge of practitioners and decision-makers about the challenges and opportunities to increase the affordable rental housing supply near the region's Frequent Transit Network.<sup>1</sup> After completion of Phase 1 of the TOAH Study in November 2017, the MVRD Board directed staff to undertake research on specific tools to support the delivery of transit-oriented affordable rental housing. Phase 2 comprises two research components:

1. the preparation of a business framework for a transit-oriented affordable housing revolving loan fund; and,
2. the review of policy tools and approaches available to municipalities to encourage the development of affordable transit-oriented rental housing and address the constraint of the high cost of land in the region.

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<sup>1</sup> In the TOAH Study, affordable rental housing is defined as purpose-built rental housing with rent affordable to households earning up to 80% of the regional median income. Phase 2 uses \$60,000 based on 2016 Census data.

Both research components are consistent with actions set out in the *Regional Affordable Housing Strategy*, Goal 4: Increase the Rental Housing Supply Along the Frequent Transit Network (Reference 1).

Metro Vancouver retained two consultants to undertake these research components. The TOAH fund research was undertaken by ECONorthwest in association with Enterprise Community Partners and CitySpaces. The policy tools review was undertaken by Coriolis/WMCI. All of the consultant research deliverables are available on the project webpage (References 2-7).

The TOAH Study Phase 2 was undertaken in partnership with the BC Non-Profit Housing Association, BC Housing, Ministry of Municipal Affairs and Housing, Canada Mortgage and Housing Corporation, TransLink, Urban Development Institute, and Vancity. Metro Vancouver Affordable Housing staff also participated at the partners table. The partner agencies allocated substantive time on the project, and provided invaluable input on the study scope and research findings.

### **REGIONAL TOAH FUND – KEY FINDINGS**

In the region today, there are financial bottlenecks in the delivery of affordable rental housing. These constraints include:

- limited access to grants or financing to support pre-development, which comprises activities from project inception leading up to construction;
- little to no funding available for land acquisition costs;
- rigid requirements of available public sector funding / financing programs;
- high construction costs associated with concrete construction in transit-oriented locations designated for high-density development;
- private sector financing is limited in scale and typically less interested in smaller scale developments; and
- limited capacity by the non-profit housing sector to compete for financing support.

In several peer U.S. jurisdictions that are experiencing similar levels of affordable housing need and development challenges as in Metro Vancouver, regional revolving loan funds have been designed to work in coordination with other policy tools to improve the financial viability of constructing new affordable rental housing. Capital contributions from governments, philanthropists, and financial institutions are blended into a fund, which then generally provides lower-cost loans to support the different stages of housing development, such as site acquisition, pre-development, construction, and post-construction financing. In these U.S. jurisdictions, the regional revolving loan funds have been designed to support regional land use and transportation policy objectives: only affordable rental housing projects located within walking distance to transit and / or within defined regionally-designated growth areas are eligible for funding. It is important to emphasize that the funds are not intended to bend market forces, but rather focus a modest amount of resources, in combination with other policy tools, to support new, targeted affordable rental housing in transit locations only.

The following key findings are a summary of three research memos and the business framework report completed to evaluate the potential for a TOAH fund in the Metro Vancouver region (Attachment 1 and References 3-6). The key findings are intended for public, private, and

philanthropic entities that may wish to collaborate on the creation of a regional TOAH fund in this region, and the potential users, such as non-profit entities with an interest in affordable rental housing development. A roundtable event was convened in November 2018 to solicit the perspectives of these diverse stakeholders (Attachment 3).

**1. A regional TOAH fund is a financing tool that supports regional policy goals on integrating transit and affordable rental housing.**

- The funds provide financial resources towards the creation or preservation of affordable rental housing in priority locations served by transit.
- The funds provide low-cost financing to support different stages of housing development, such as site acquisition, pre-development, construction, and post-construction financing.
- The funds blend investments from governments, philanthropists, and financial institutions.

**2. A regional TOAH fund could potentially aid the financing of affordable rental housing in Metro Vancouver. Given the differences in the U.S. and Canadian contexts, further evaluation is required.**

- A TOAH fund in this region has the potential to aid the pre-development and post-construction stages of transit-oriented affordable rental housing projects (post-construction refers to the financing required to pay off the construction loan).
- The specific sizing of potential funds will depend on the fund objectives and fund partners.
- To have an impact and uptake in this region, a minimum fund size of \$10 million would likely be appropriate if the focus is on pre-development support; a minimum fund size of \$200 million would likely be appropriate for a fund with a post-construction/permanent financing focus.

**3. Given high land costs, land acquisition would likely be a limited component of a regional TOAH fund in Metro Vancouver.**

- Land acquisition could be a component within a pre-development TOAH fund, but it would be limited due to the high cost of land in this region, especially in transit-oriented locations.
- An acquisition component may be more suitable for smaller site assembly opportunities.

**4. The non-profit housing sector would likely benefit from a regional TOAH fund.**

- A TOAH fund could complement local projects competing for provincial and federal funding support.
- A TOAH fund could enable non-profits to consider affordable rental housing development on land it already owns, grow organizational capacity and financial wherewithal, and/or support participation in a market housing project with inclusionary affordable rental housing units.

**5. Partnerships, simple governance structure, professional fund management, and adaptable scope are best practices for a regional TOAH fund.**

- All TOAH funds require partnerships to work.
- A TOAH fund operates best in a simple governance structure under management by a professional fund manager.
- A TOAH fund should be able to adapt and take advantage of evolving affordable housing developer needs, available revenue sources, and fund performance.

**6. A regional champion(s) is required to take the next step.**

- A regional champion(s) would bring key stakeholders together. The champion should be an organization that has the motivation, professional capacity, and the capital to be a lead investor and / or fund administrator.
- Metro Vancouver could continue to convene the necessary parties and help identify potential interested champions.

**POLICY TOOLS / APPROACHES TO REDUCE THE BARRIER OF HIGH LAND COST – KEY FINDINGS**

For the foreseeable future, non-profit and for-profit housing developers will continue to provide a large share of total new affordable rental housing construction for which they will need to continue to access land or physical development capacity at little or no cost for financial viability. The key findings of this portion of work are intended for local member jurisdictions, TransLink, the Province, and public and non-profit landowners. Specific tools and approaches related to the acquisition and deployment of public and non-profit lands, using market development to achieve affordable rental housing, and residential rental tenure zoning are evaluated. More detailed descriptions of the key findings are included in Attachment 2.

**1. Use lands under public or non-profit ownership strategically for transit-oriented affordable rental housing.**

- Creative approaches are needed to make better use of existing lands that are controlled by public or non-profit entities to support more affordable rental housing in transit-oriented locations, including such things as: the strategic and creative utilization of underused / surplus lands that are controlled by entities not traditionally involved in providing housing, owned by municipalities, and associated with existing transit infrastructure.

**2. Acquire lands strategically when planning for transit and / or redevelopment along the Frequent Transit Network.**

- When considering lands associated with public infrastructure or in areas that will undergo planning and redevelopment for increased density in the future, public agencies should be strategic when acquiring lands (e.g. building in a buffer to purchase more than the minimum land required for infrastructure, so that after construction, development opportunities are created to integrate urban development and achieve a combination of objectives from land

lift (e.g. recover initial cost and apply net revenues to fund transit and affordable rental housing).

**3. Continue to use increases in the allowable density for market housing to achieve new affordable rental housing supply.**

- Municipalities should use density bonusing or density increases as part of rezoning approvals to achieve new affordable rental housing units in exchange.
- Consider designating lands for redevelopment in strategic locations, reducing (re)zoning uncertainty, and accelerate approvals to reduce developer cost.

**4. Use housing agreements to ensure long term affordability of rental housing units.**

- Use housing agreements between a local government and a landowner to set out a rent schedule and other matters related to the administration and management of the affected housing units. The scope of housing agreements is broader than rental tenure zoning, which can secure rental tenure, but cannot ensure affordable rent.

**5. Residential rental tenure zoning can be applied for rental preservation and, in specific situations, protect the opportunity for new affordable rental housing supply.**

- The use of residential rental tenure zoning can prevent or postpone the demolition of older rental housing stock, in particular those units / buildings that do not have housing agreements.
- However, if the current use on a property has an economic value that is greater than a new market or new affordable rental housing project, then the site may become a holding property not available for redevelopment in the near-term, and therefore, no new affordable rental units would be created.

**6. Stand-alone tenure and single-ownership buildings are generally preferred for asset management reasons. Consideration should also be given to fostering inclusive and complete communities.**

- Generally, stand-alone, self-contained rental buildings (i.e. with all affordable rental or a mix of market and affordable rental under single ownership) are preferable to buildings that have mixed tenure (strata and rental) or mixed ownership (via air parcels).
- Stand-alone buildings make it easier and more efficient for property management, maintenance, financing, and very long-term decisions about rehabilitation and redevelopment.
- Consideration should be made on public policy objectives such as building socially-diverse, cohesive, and complete communities.

## **7. Weigh ownership and location options of privately developed affordable rental housing units.**

- The provision of affordable rental housing units is generally maximized (if density bonusing or rezoning is used) if a developer can retain ownership and collect rent revenue from the units or the affordable rental units are sold to a local government or non-profit at less than cost.
- Where the affordable rental housing obligation for a market development project is relatively small, consideration should be made to having the units be provided in an alternate location, but still along the Frequent Transit Network, or be provided in the form of cash-in-lieu funds that can support other affordable rental housing projects in transit-oriented locations.
- Again, consideration should be made on other public policy objectives such as building socially-diverse, cohesive, and complete communities.

## **8. New advances in land use, affordable rental housing, and transit planning are required. Affordable rental housing is an important transit-oriented land use and should be a key component of transit corridor, station area and neighbourhood plans.**

- Sending signals early to the marketplace about the expectation that affordable rental housing should be a component of redevelopment near the Frequent Transit Network is crucial before higher market expectations set in to land value. Neither the combination of a housing agreement with density bonusing, nor a housing agreement with a rezoning for density increases, is designed to send signals early on to the marketplace about affordable rental expectations.
- In the absence of an incentives-based inclusionary zoning system like the one Seattle has adopted city-wide, integrated planning for transit and land use in transit-oriented areas should plan for affordable housing from the beginning, whether for frequent bus corridors, rapid transit corridors, station areas, or transit exchanges. If these goals are defined early, the land market and the private sector development industry are more likely and capable to respond appropriately and the capacity for affordable rental housing can be created. This integrated planning should include early identification of lands owned by the public sector or by non-profits that could be good sites for additional density for affordable rental housing.
- The planning for affordable rental housing should not be seen as separate from the preparation of supportive land uses for transit.

### **KEY LEARNINGS OF TOAH PHASE 2**

The intention of the Transit-Oriented Affordable Housing Study is to bring forward applied policy research that highlights the challenges and opportunities to increase the delivery of affordable, rental housing along the Frequent Transit Network. TOAH Phase 1 revealed:

- an estimated affordable rental housing supply gap of 24,000-27,000 units over the next 10 years<sup>2</sup>;
- that renters drive transit ridership, especially lower income renters; and

<sup>2</sup> This analysis was undertaken for households earning under \$50,000 per year.

- that land and construction costs are the key cost barriers to the construction of new affordable transit-oriented housing in the region.

TOAH Phase 2 examined specific tools to improve the financing of affordable rental housing projects and to reduce the barrier of high land cost.

A regional TOAH fund shows promise as a financial tool that could incrementally improve the delivery of affordable rental housing in transit-oriented locations. The primary users of a TOAH fund would be non-profit housing developers and, potentially, other private developers. Peer regions like Seattle, Denver, and San Francisco have shown that it is possible to form unique multi-sectoral partnerships to create a specialized financial tool in support of regional goals. In Metro Vancouver, this form of partnership would be novel, and would entail a deeper integration of regional land use and housing objectives with the business side of housing development. Metro Vancouver could continue to convene the necessary parties in the interim and to identify potential champions (i.e. organizations with the motivation, capacity, and capital) to be a lead investor and / or fund administrator. The research provides a roadmap to implementation.

The policy review of tools and approaches to reduce the barrier of high land cost provides guidance to practitioners and member jurisdictions, and to other public and non-profit landowners. An improved understanding of how these tools work, including their limitations and the respective impacts of their use, can produce better outcomes for the creation of new transit-oriented affordable rental housing. New advances in how plans are typically created should be considered so that expectations are communicated early and the land market and the private sector development industry are more likely and capable to respond appropriately, and the capacity for affordable rental housing can be created.

The research and dialogues with the study partners and key informants show that partnerships and the alignment of objectives between partners are critical success factors for creating equitable transit-oriented communities. More often than not, integrating affordable rental in transit planning is an aspiration expressed in local and regional land use, housing, and transportation plans, but the organizational objectives are not necessarily aligned among all stakeholders, sometimes leading to incomplete and less than equitable outcomes or the ineffective use of the available tools. For these tools and approaches to be most effective in helping to deliver more affordable rental housing supply, the entities that have direct roles in the planning and development of affordable rental housing must first achieve an alignment of purpose and mission.

#### **NEXT STEPS**

The Phase 2 key findings will be made available on the project website (Reference 2), and communicated in writing to appropriate federal, provincial, regional, and local stakeholders. Staff intend to engage with TransLink on ways to achieve a better alignment between regional affordable housing and regional transportation objectives as informed by the learnings from the TOAH Study.

At its meeting on February 22, 2019, the MVRD Board approved \$100,000 from Metro Vancouver's Sustainability Innovation Fund to support Phase 3 of the Transit-Oriented Affordable Housing Study. The objective of Phase 3 is to make the learnings from Phases 1 and 2 more accessible by preparing



an online ‘scenarios’ calculator and the delivery of educational seminars/workshops. The intended audiences for Phase 3 are policy planners and policymakers. Staff will bring forward project scope information to the committee in May.

## ALTERNATIVES

1. That the MVRD Board:
  - a) send a letter communicating the key findings from the Transit-Oriented Affordable Housing Study Phase 2 to the following parties to encourage continued efforts to support transit-oriented affordable rental housing and equitable transit-oriented communities:
    - the Federal Ministers of Infrastructure, and Families, Children and Social Development;
    - the Provincial Ministers of Municipal Affairs and Housing, Transportation and Infrastructure, and Finance, as well as the Parliamentary Secretary for TransLink;
    - Mayors’ Council on Regional Transportation and TransLink Board of Directors; and
    - member jurisdiction Councils; and
  - b) direct staff to continue to explore options to collaborate with interested partners on a regional transit-oriented affordable rental housing fund, including identifying potential champions, and report back to the Regional Planning Committee; and
2. That the MVRD Board receive the report dated March 14, 2019, titled, “Transit-Oriented Affordable Housing Study Phase 2 – Key Findings” and provide alternative direction to staff.

## FINANCIAL IMPLICATIONS

There are no financial implications associated with Alternative 1. TOAH Phase 2 was funded through a \$100,000 grant from Metro Vancouver’s Sustainability Innovation Fund and generous funding contributions from BC Housing, Vancity, TransLink, and the Ministry of Municipal Affairs and Housing totaling \$55,000.

## SUMMARY / CONCLUSION

The Transit-Oriented Affordable Housing Study is a multi-year policy research initiative led by Metro Vancouver and undertaken in partnership with the BC Non-Profit Housing Association, BC Housing, Ministry of Municipal Affairs and Housing, Canada Mortgage and Housing Corporation, TransLink, Urban Development Institute, and Vancity. The Study aims to expand the knowledge base of practitioners and decision-makers about the challenges and opportunities to incrementally increase affordable rental housing along the Frequent Transit Network. TOAH Phase 2 comprised two research components: a business framework for a regional TOAH fund; and review of policy tools to address the barrier of high land cost. The research components are set out in the Regional Affordable Housing Strategy.

A regional TOAH fund shows promise as a financial tool that could incrementally improve the delivery of affordable rental housing in transit-oriented locations. In the Metro Vancouver region, this would be an innovative undertaking and would entail a deeper integration of regional land use and housing objectives with the business side of housing development.

The policy review of tools and approaches to reduce the barrier of high land cost provides guidance to practitioners and policymakers in local member jurisdictions, and to other public and non-profit

landowners. An improved understanding of how these tools work, including their limitations, can produce better outcomes for transit-oriented affordable rental housing near the region's Frequent Transit Network. If the agencies that have direct roles in planning and development do not have objectives that are in alignment with the creation of new transit-oriented affordable rental housing, then these tools are less effective.

For the reasons of further exploring options and identifying potential champions for a regional TOAH fund, staff recommend Alternative one.

**Attachments:**

1. TOAH Fund – Key Findings
2. TOAH Policy Tools / Approaches to Reduce the Barrier of High Land Cost – Key Findings
3. TOAH Experts Roundtable Participating Agencies (November 2018)

**References:**

1. [Regional Affordable Housing Strategy](#)
2. [Transit-Oriented Affordable Housing Study Webpage](#)
3. [TOAH Fund Business Framework for Metro Vancouver \(ECONorthwest, 2019\)](#)
4. [TOAH Fund Structures \(Enterprise Community Partners, 2019\)](#)
5. [Local Fund and Context Assessment \(CitySpaces, 2019\)](#)
6. [Implementation Typologies \(ECONorthwest, 2019\)](#)
7. [Reducing the Barrier of High Land Cost \(Coriolis/WMCI, 2019\)](#)

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## TOAH FUND – KEY FINDINGS

**1. A regional TOAH fund is a financing tool that supports regional policy goals on integrating transit and affordable rental housing.**

A number of peer regions in the United States were researched (i.e. Seattle, San Francisco, Los Angeles, and Denver) that have developed regional revolving loan funds ranging from \$21 million to \$93 million USD to catalyze new or preserve affordable rental housing exclusively in transit-oriented locations designated for growth in local and regional plans. These regions are also expanding their transit networks.

These funds are not intended to bend regional market forces, but rather to target a modest amount of financial resources towards the creation or preservation of affordable rental housing in specific geographies consistent with regional plans. These funds blend capital investments from governments, philanthropists, financial institutions, etc. The funds provide low-cost financing to support different stages of housing development, such as site acquisition, pre-development, construction, and post-construction financing. Altogether, transit-oriented funds in these four jurisdictions have created or preserved about 3,000 units to date. All of these funds were created in the past 3-8 years.<sup>3</sup>

**2. A regional TOAH fund could potentially aid the financing of affordable rental housing in Metro Vancouver. Given the differences in the U.S. and Canadian contexts, further evaluation is required.**

In the Metro Vancouver region, financing and funding support in most stages of the affordable rental housing development cycle is limited, such as: limited pre-development support, little to no funding available for land acquisition, rigid requirements of available public sector funding / financing programs, and limited private sector funds for smaller developments. Stakeholders also expressed an interest in having access to consolidated sources of post-construction financing.

In combination with other policy tools and funding support, a TOAH fund in this region has the potential to aid the pre-development and post-construction stages of transit-oriented affordable rental housing projects. The specific sizing of potential funds will depend on the fund's objectives and partners. To send appropriate signals to potential recipients that a TOAH fund is a serious source of financial support, minimum sizes have been identified through the research. A TOAH fund with a focus on pre-development would likely require a minimum \$10 million fund size. A TOAH fund with a post-construction/permanent financing focus would likely require a minimum of \$200 million. Because the legislative, financial, and philanthropic contexts are different between the U.S. and

<sup>3</sup> Even major regional employers in the tech sector are recognizing the affordable housing crisis and are pledging direct financial support. In January 2019, Microsoft pledged \$500 million USD in mainly revolving loans to preserve and build affordable and middle-income housing in the Seattle region. In the same month, several foundations in the San Francisco Bay Area, including the Chan Zuckerberg Initiative, announced a partnership to pledge \$500 million USD in revolving loans to support affordable housing preservation and development.

Canada, further evaluation is required to identify a possible champion(s), fund parameters, partners, and right-sizing the capital needed.

**3. Given high land costs, land acquisition would likely be a limited component of a regional TOAH fund in Metro Vancouver.**

Land acquisition could be a component within a pre-development TOAH Fund, but until new revenue sources are made available in the Metro Vancouver region for seed funding, it will be limited due to the high cost of land, especially in transit-oriented locations. An acquisition component may be more suitable for smaller site assembly opportunities. Depending on the scale of a project and rent levels, the ability for affordable rental housing developers to pay back acquisition loans will be challenging. Further evaluation is needed.

**4. The non-profit housing sector would likely benefit from a regional TOAH fund.**

A TOAH fund could help unlock opportunities for the non-profit housing sector in the region by serving as an additional source of quick-response and low-cost financing. A made-in-region tool can complement local projects competing for provincial and federal funding support. A TOAH fund could enable non-profits to consider affordable rental housing development on land it already owns, or to support participation in a market housing project with inclusionary affordable rental housing units. One indirect benefit of a made-in-region fund could be to generate the momentum for the non-profit sector to grow its professional capacity around housing development more quickly.

**5. Partnerships, simple governance structure, professional fund management, and adaptable scope are best practices for a regional TOAH fund.**

All TOAH funds require the public sector, private sector, and philanthropic sector to work together. For the established U.S. TOAH funds, the public sector typically contributed up to 25 percent of the total fund size to send a signal to potential private capital investors that there is political support. This spark funding then generates interest and momentum for philanthropic and private capital investors to also make financial contributions.

A TOAH fund operates best in a simple governance structure under management by a financial professional. A TOAH fund should be able to adapt and take advantage of evolving affordable housing developer needs, available revenue sources, and fund performance. Creating a new fund is one option, while another option is to look at financing programs that are currently offered by public and private agencies and adapt / expand them to also focus on supporting transit-oriented affordable rental housing.

**6. A regional champion(s) is required to take the next step.**

A regional champion(s) will bring key stakeholders together continue to explore the potential of a TOAH fund, viable TOAH fund designs, partnerships, governance structure, revenue sources, and synergies with other policy and financial tools. In the U.S. context, affordable housing advocates and non-profit developers are highly organized and collectively advocate to governments at all levels to

act and demonstrate how government actions and investments can unlock development that meets strategic goals for the region.

In the Metro Vancouver context, it is often the public sector that leads these organized efforts. Metro Vancouver could continue to convene the necessary parties to explore options for a TOAH fund and help identify potential interested champions. As per the *Board Strategic Plan*, one of Metro Vancouver's core missions is to act as a regional forum to build and facilitate collaborative processes.

Alternatively, the leadership and organizing efforts could fall to another organization that has the motivation, professional capacity, and the capital to be a lead investor and / or fund administrator. Identifying such an entity with a fiduciary stake in a TOAH fund could quickly narrow down viable options and enable fund creation and implementation. The research provides a high-level roadmap to go from fund concept to fund operation.

**TOAH POLICY TOOLS / APPROACHES TO REDUCE THE BARRIER OF HIGH LAND COST –  
KEY FINDINGS**

**1. Use lands under public or non-profit ownership strategically for transit-oriented affordable rental housing.**

Creative approaches are possible (and necessary) to make better use of existing lands that are controlled by public or non-profit entities, in particular along the Frequent Transit Network. These approaches can include:

- better utilizing surplus lands that are controlled by entities not traditionally involved in providing housing, such as: school districts, service clubs, and faith-based groups. These entities would have to consider multiple objectives for their respective under-utilized lands and would need financial and technical assistance to take this step as it is generally outside of their areas of expertise;
- better utilizing surplus lands that are owned by municipalities. Library, community centre, and recreation centre sites are examples in which an affordable housing component can complement the primary use; and
- better utilizing surplus lands that are associated with existing transit infrastructure. There are locations at transit stations and along transit guideways that have the physical capacity to accommodate additional development. Due to the mixed control / ownership of many of these lands, cooperation between several parties would likely be required.

A potential synergy is to provide qualified non-profit housing developers with the right of first refusal on the development of these surplus public lands. One trade-off is that the landowner must be willing to accept a lower financial return than they would if these lands were otherwise made available for market strata residential development. The financial opportunity cost would be a potentially smaller increase in net proceeds for core investments (e.g. delivering transit service).

**2. Acquire lands strategically when planning for transit and / or redevelopment along the Frequent Transit Network.**

There are opportunities to strategically acquire land associated with public infrastructure or in areas that will undergo future planning and redevelopment for increased density early in the planning process by:

- being strategic when acquiring lands for transit infrastructure, such as buying more than the minimum land required. This way, land value gains could generate both revenue and affordable rental housing development opportunities. New advances in the way land use planning is typically undertaken will be required so that the land use planning component of a transit station area or corridor plan can consider the future transit-use of the lands and the affordable rental housing capacity (in addition to market development capacity) of any surplus lands; and
- being strategic when acquiring lands in areas along the Frequent Transit Network slated for planning and redevelopment for increased density. This approach would require a clear

mandate for strategic land acquisition and to define and make surplus lands available for affordable rental housing.

In considering both opportunities:

- land acquisition must be carried out in the early stages of project design or area planning. When public plans are announced long before implementation, the private sector tends to speculate and acquire lands much more aggressively than the public sector;
- similar to Sound Transit in Seattle, for example in the Metro Vancouver region, TransLink would require an expansion of its mandate to include support for transit-oriented affordable rental housing, as well as a clear articulation of a policy approach that enables making surplus lands available at less than maximum potential value to achieve this objective; and
- a potential opportunity would be to allow qualified non-profit housing developers with the right of first refusal on the development of these lands.

**3. Continue to use increases in the allowable density for market housing to achieve new affordable rental housing supply.**

The use of density bonusing or density increases as part of rezoning approvals can be provided by municipalities in exchange for affordable rental housing units. This approach creates the physical capacity and financial support for affordable rental housing without having to acquire land.

- Additional density for high value market development (primarily strata) can be created in exchange for affordable rental housing units.
- The efficiency and effectiveness can be improved if local area plans predesignate lands for redevelopment, reduce (re)zoning uncertainty, and accelerate approvals to reduce cost.

**4. Use housing agreements to ensure long term affordability of rental housing units.**

The use of housing agreements under Section 483 of the *Local Government Act* ensures the long-term security of affordable rental housing units. A housing agreement between a local government and a landowner can set out the rent schedule and other matters related to the administration and management of the affected housing units. Metro Vancouver staff are currently supporting member jurisdictions to identify best practices in this area.

**5. Residential rental tenure zoning can be applied for rental preservation and, in specific situations, protect the opportunity for new affordable rental housing supply.**

The use of residential rental tenure zoning under Section 481.1 of the *Local Government Act* can prevent or postpone the demolition of older rental housing stock, in particular those units / buildings that do not have housing agreements. One trade-off has become apparent that non-profit entities that are subject to rental tenure zoning, and that may wish to leverage their lands for some strata development to fund core mission functions and / or to accommodate affordable housing units, may see a relatively smaller economic return as the zoning is seen by the market as restrictions placed on the redevelopment opportunities associated with the lands.

On privately-held greenfield (i.e. previously underdeveloped or vacant) sites, parcels with low economic-value uses currently, or parcels transitioning from institutional to residential, the application of residential rental tenure zoning will remove strata development pressures, and may enhance the viability for market / affordable rental housing projects. Early notice of the intent of such zoning changes should be considered before higher market expectations set in and a perceived “downzoning” or loss of value is subsequently created.

If the current use on a privately-held parcel has an economic value that is greater than a new market or new affordable rental housing project, then the underlying parcel may simply become a holding property, no longer available for redevelopment in the near-term. Generally, unless coupled with market housing density increases, current rental tenure zoning authority is unlikely to facilitate the creation of new affordable rental housing supply.

The near-term and long-term effects of the rental tenure zoning tool on property values and development activity are still uncertain and should be monitored.

**6. Stand-alone tenure and single-ownership buildings are generally preferred for asset management reasons. Consideration should also be given to fostering inclusive and complete communities.**

There is consensus among non-profit and for-profit housing developers that stand-alone, self-contained rental buildings (i.e. with all affordable rental or a mix of market and affordable rental under single ownership) work better for asset management reasons than do buildings that have mixed tenure (strata and rental) or mixed ownership (via air parcels). Stand-alone buildings make it easier and more efficient for property management, maintenance, financing, and very long-term decisions about rehabilitation and redevelopment. Asset management aside, flexibility should be observed in consideration of how this could impact other public policy objectives such as building socially-diverse, cohesive, and complete communities.

**7. Weigh ownership and location options of privately developed affordable rental housing units.**

The number of affordable rental housing units, as part of the obligation in a market development project (via density bonusing or rezoning) and enshrined in a housing agreement, is generally maximized if:

- the developer can retain ownership and collect rent revenue from the units; or
- the affordable rental units are sold to a local government or non-profit at less than cost.

Where the affordable rental housing obligation for a market development project is relatively small, consideration should be made to having the units be provided in an alternate location, still along the Frequent Transit Network, or be provided in the form of cash-in-lieu funds that can support other affordable rental housing projects in transit-oriented locations.

Non-profit housing providers state: they are in the best position to own or at least operate affordable rental units for the reasons that they will maximize affordability beyond the letter of any housing agreement; that they are better positioned to control tenant selection and maintenance standards;



and that, should they own the units, be able to build their asset base, develop capacity, and become financially self-sufficient in the long-term.

**8. New advances in land use, affordable rental housing, and transit planning are required. Affordable rental housing is an important transit-oriented land use and should be a key component of transit corridor, station area, and neighbourhood plans.**

Sending signals early to the marketplace about the expectation that affordable rental housing should be a component of redevelopment near the Frequent Transit Network is crucial before higher market expectations set in to land value. Under current practices, neither the combination of a housing agreement with density bonusing nor a housing agreement with a rezoning for density increases is designed to send signals early on to the marketplace about the expectations for affordable rental housing.

To do so would require an incentives-based inclusionary zoning system like the one Seattle has adopted city-wide. Alternatively, integrated planning for transit and land use in transit-oriented areas should plan for affordable housing from the beginning, whether for frequent bus corridors, rapid transit corridors, station areas, or transit exchanges. Because affordable rental housing cannot support land value, it is essential that plans for residential densification define early goals for the mix of market and affordable housing and early strategies for how affordable housing can be achieved.

This approach requires signals not just about how much density is planned, but also the conditions under which additional density will be available, the anticipated mix of market rental, affordable rental, and strata housing, and the implementation plan for the affordable rental component. If these quantitative goals are defined early, the land market and the private sector development industry are more likely and capable to respond appropriately and the capacity for affordable rental housing can be created. This integrated planning should include early identification of lands owned by the public sector or by non-profits that could be good sites for additional density for affordable rental housing.

The preparation of these integrated plans will require, at a minimum, partnerships between TransLink and member jurisdictions and to be completed as soon as possible to communicate the appropriate near-term and long-term expectations to the marketplace. These partner-based plans should at a minimum include the following elements:

- the strategic assessment of lands under public or non-profit ownership that could be deployed for affordable rental housing development;
- the strategic assessment of lands to acquire for transit infrastructure and potential for the deployment of surplus lands after infrastructure completion for affordable rental housing;
- the strategic assessment of medium density areas along frequent bus corridors and the shoulder areas of rapid transit station areas appropriate for wood frame rental housing, which costs less to construct, while taking into account the objective of developing complete communities;
- establishing housing targets, inclusive of affordable rental housing targets; and,
- the application of other tools to reduce construction costs (e.g. reduced development fees, reduced parking requirements, design requirements).

In addition, other tools can complement the implementation of these integrated plans, such as availability of below-market financing support, technical assistance to non-profit developers and providers, and expedited approvals processes.

**Experts Roundtable on a Regional Revolving Loan Fund – Participants (November 13, 2018)**

Public Sector

CMHC

BC Housing

HousingHub

Ministry of Municipal Affairs and Housing – Community Policy and Legislation; Housing Policy

Metro Vancouver Housing Corporation

Metro Vancouver

TransLink – System Planning; Real Estate Programs & Partnerships

Non-Profit Housing Sector

BC Non-Profit Housing Association

Catalyst Community Development Society

Community Land Trust Foundation of BC

Semiahmoo House Society

Market Housing Sector

Concert Properties

Hollyburn Properties

Marcon Developments

Reliance Properties

Townline

Ventana Construction Corporation

Urban Development Institute

Financial

New Market Funds / New Commons Development

Realtech Capital Group

Vancity

Foundations

BC Real Estate Foundation

Central City Foundation

Renewal Funds

Vancity Community Foundation

Academia

UBC – Sauder School of Business; Centre for Social Innovation & Impact Investing

Consultants

CitySpaces

ECONorthwest

Enterprise Community Partners

Wollenberg Munro Consulting Inc.